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Every conceivable style—raising, collapsing, swinging—to meet any condition in office or home.
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Leading All Others in Resort Advertising

For the first four months of 1921 The New York Herald published over 50,000 lines of Resort advertising—a greater volume than that carried by any other New York morning newspaper.

Compared with the corresponding period of last year The Herald shows a gain greater than that of all the other morning newspapers combined.

The New York Herald will publish its Annual Summer Resort number on Sunday, June 5th. Early reservation of space should be made to insure proper position.

THE NEW YORK HERALD

EMPLOYMENT RISES ON RAILROAD RULING

Lines Ready to Put on More Common Laborers at Big Pay Reduction.

ALTON IS FIRST TO ACT

Officials Assert They Can Get Maintenance of Way Men at 35 Cents Hour.

HAVE BEEN HOLDING OFF

Announcement of Board Acts as an Immediate Stabilizer Throughout Country.

Special Despatch to THE NEW YORK HERALD, CHICAGO, May 18.—Railroads will return speedily to their normal quota of common labor following the decision of the United States Railroad Labor Board that there shall be a reduction of wages in effect on July 1.

The roads have been holding off fitting out their usual quota of maintenance of way men whose busy season is during the summer months, in the hope that a reduction would be granted. The Chicago and Alton is the first to swing into line. The Alton to-day increased its maintenance of way forces from 50 to 75 per cent, reemploying several thousand section hands. These men were laid off last fall.

The Alton shops at Bloomington reopened to-day and the entire plant will be in operation June 1, affecting 2,000 men.

The announcement of the board acted as an immediate stabilizer. It had been hoped a specific ruling covering common labor might be issued in advance of the board's decision, but the roads do not now expect this relief.

"It is very doubtful if the board deviates from the text of its resolution, which states that the general scale will be issued July 1," said G. W. W. Hanauer of the Board to-day.

The greatest saving to the roads will be in a reduction in the wages of common labor. This class received much greater increase in proportion to others in last year's wage award. The prevailing rate now is 48½ cents an hour. The roads insist they can get men at 35 cents.

"There is not the slightest authority for declaring any total sum to be cut or any percentage," the board declared to-day. "We do not know what it will be and cannot tell until we study the evidence. We have not estimated any sum whatever as the proper amount to be deducted from the scale."

That a nationwide walkout of shop craftsmen will follow any big slash in wages was made evident in letters received by union leaders from Redid, N. D.; Columbus, Ohio; Puroch, Okla.; Winona, Minn., and from other places in Iowa, Wisconsin and Michigan. All these letters said the workers would lay down their tools if the board cut their wages. It was said by the men who showed these letters that they were copies of similar letters sent to the labor board.

"We are ready to fight until the last dog is hanged," said an official of the maintenance of way men, "if we decide to fight. But this much is certain, the labor board is going to cut our wages and we will have to stand for some kind of a cut. A cut of 10 per cent. wouldn't cause any trouble, a cut of 15 per cent. will cause plenty of noise, but I think would be accepted."

"But with living costs about the same as last year in essentials, if the labor board takes away all of last year's increase, about 22 per cent., then I predict that serious trouble will start quick."

The chief significance of the Railway Labor Board's announcement is that it will authorize on June 1 wage reductions to become effective July 1. It is that the board has admitted publicly the necessity of a downward revision of pay scales of the country's 1,800,000 railway employees, according to executives here.

Not until the board makes known the actual percentages of reduction for the various classes of workers will it be possible adequately to estimate the amount of the actual saving which will be effected. The fact that traffic for the remainder of 1921 can only be guessed at will add to the difficulty of calculation. Beyond pointing out that the roads will lose much of the benefit of readjusted wages and working rules if successful pressure is brought to

N. Y. CENTRAL HEAD PLEADS FOR LIBERAL U. S. PAYMENTS

Asserts That Railroads Did Their Share During War and That They Should Receive Fair Recompense; Says Labor Swallows Profits.

WASHINGTON, May 18.—American railroads "are good railroads, have a record of satisfactory war service and should be entitled to a settlement with the Government on a liberal basis," A. H. Smith, president of the New York Central, to-day told the Senate committee which is investigating the transportation situation.

Mr. Smith followed Daniel Willard, president of the Baltimore and Ohio, on the stand after the latter had defended the paying of large salaries to high railroad officials to prevent "the draining off into other industries of the brighter and abler executives" "interlocking directorates" in railroad matters, he added, were not harmful if the executives were honest.

Hear for an early horizontal reduction in freight and passenger rates, railway executives were chary in their comment, preferring to await the complete decision of the board.

Considerable disappointment was expressed yesterday that the pay reductions will not be effected before July 1. It was pointed out that the next ninety days will be a period of strain for many roads which are in no position to tide over a prolonged span of lean traffic and high operating expenses.

The effect of the postponement, one official declared, will be a further curtailment of maintenance by the strong as well as the weak roads. This method of economy, which has been chiefly responsible for such reductions in operating expenses as the carriers have been able to effect to date, is limited by the requirements of safety in the upkeep of equipment and tracks.

LOWER RATES LIKELY AFTER RAIL WAGE CUT
But Move Is Not Expected Until About Autumn.

Special Despatch to THE NEW YORK HERALD, New York Herald Bureau, Washington, D. C., May 18.

Reductions in the wage rates of 1,000,000 unskilled railway workers to be ordered by the Railroad Labor Board at Chicago will pave the way for reductions in freight rates if the wage reductions are substantial, Dr. Julius Parmer of the Bureau of Railway Economics said here to-day. Freight rates now are about 70 per cent. above pre-war levels.

"But a general downward revision of freight rates probably will not be asked by the roads for several months," Mr. Parmer said. "It will be late summer or early fall before the road managers will know to what extent operating expenses will and can be reduced. A general revision downward of freight rates must be made, however, as soon as it is safe. When the new rates are put into effect, commodity prices may be affected. In any event commerce will be stimulated."

Mr. Parmer pointed out that long haul rates on lumber and grain from Western points have already been revised downward. The roads are trying now to effect savings in the buying of coal, steel rails and lumber.

In January, February and March the roads should have had a net income of \$200,000,000 to pay on their securities the 6 per cent. allowed in the transportation law. Instead, the net income totalled only \$23,000,000.

ARMY PLANE CRASHES AND HURTS TWO FLIERS

Capt. Smith and Sergt. White in Fifty Foot Fall.

A disabled engine stalled in an air-plane fifty feet above Mitchell Field, Mineola, yesterday afternoon, and before the two army fliers in it could get the propeller turning again, the plane had dropped to the ground. Both men, Capt. Harry M. Smith and Sergeant John White, were buried in the wreckage, the former suffering a fractured leg. White, bruised and cut, had a surgeon strap his wounds and continued his job of testing engines.

Spectators thought Capt. Smith and the sergeant were killed. The ambulance was called, but when doctors arrived the Captain was crawling out and White was trying to help him.

EDISON COMPANY SUES CITY.

The New York Edison Company began an action yesterday in the Supreme Court to recover \$162,496 from the city on its electric light and power bill for 1918. The company states it rendered a "fair and reasonable" bill for \$1,182,904, of which the amount sued for is the unpaid balance. The papers do not show why the city refused to pay the balance.

SAYS CITY TACTICS ARE OBSTRUCTIVE

Senator Meyer Asserts Officials Are Trying to Block Inquiry.

SEEKING POLICE RECORDS

Committee to Examine Archives and Place Serial Numbers on Them.

"The city's obstructive tactics will be terminated without further delay," Senator Schuyler M. Meyer, Jr., chairman of the legislative city investigating committee, said last night after a conference with former Senator Elton R. Brown and other members of the legal staff over what they termed the efforts of Mayor Hylan through Corporation Counsel O'Brien to block the inquiry in every possible way.

Subpoenas were issued calling for the production of certain police records and the appearance of Assistant Corporation Counsel Walter Coughlin before the committee at 2:30 o'clock this afternoon.

A meeting of the full committee has been called for that hour, so the question of taking testimony before a committee of one will not be raised. But there will be a showdown on the right of the committee to take the records of the various departments. Senator Meyer announced that the records would be impounded, if produced. If the documents are not forthcoming and witnesses refuse to testify, steps will be taken immediately to punish for contempt.

The Corporation Counsel said on Tuesday that every facility would be given to the committee to look at records in the departments, but he would not permit them to remain in the custody of the committee over night. Yesterday Leo J. McDermott, a legislative examiner, went to the Corporation Counsel's office to inspect certain records. He was kept waiting for three hours in the outer office. When he was able to present his credentials Mr. O'Brien said he could look at the records, but the clerks were about to leave for the day and he would have to come back to-day.

"The Corporation Counsel is not contributing to the investigation," said ex-Senator Brown. "He is impeding it. I regret to say, I hope he will come to an understanding of what the committee hopes to accomplish, so we may be able to proceed in an orderly manner."

Representatives of the committee will go through the records of all the departments and place serial numbers on them, so it will be impossible to remove any of them beyond the jurisdiction of the committee without discovery.

BOOM FRAWLEY FOR SHERIFF.

Friends of ex-Senator James J. Frawley, Tammany leader, who has recently returned to the political arena, are trying to get the nomination for Sheriff for him this fall by way of the "testimonial" dinner route. It will be held on Saturday. It is announced the speakers will be former Gov. Alfred E. Smith and former Senators Elton R. Brown and Edgar T. Brackett.

BOARDWALK TO SAVE TIME.

ATLANTIC CITY, May 18.—Atlantic City expects to adopt daylight saving tomorrow. A resolution providing for the change in time will be introduced before the City Commission, understood to favor moving clock hands forward.

8 BALLOONS TO START IN BIRMINGHAM RACE

Winners of Previous Contests Among Entries.

Eight balloons will get away next Saturday at Birmingham, Ala., on the national balloon race, according to an announcement made yesterday by the Aero Club of America.

Among those competing in the contest will be Lieut.-Col. Frank P. Luhn, U. S. A., winner of the first Gordon Bennett race; aid, Major Oscar Westover, chief of balloon and airship division of the Air Service; Ralph Upson, winner of the Gordon Bennett race of 1920; aid, S. J. Andrus of the United States Weather Bureau; Lieutenant Commander I. J. Roth, U. S. N.; aid, Lieut. H. E. Halland, U. S. N., and two balloons representing Birmingham and Akron, respectively.

GIRL VICTIM OF HEROIN.

Miss Emily Grace Clinton, 24, a stenographer, died from heroin poisoning and tuberculosis, according to the report yesterday of Dr. Benjamin M. Vance of the Chief Medical Examiner's staff, who made the autopsy. Miss Clinton, said to have been in love with a Greenwich Village artist, was found dead Tuesday morning at 41 West Twelfth street.

WARNS OF COUNTERFEIT \$5.

The local Reserve Bank issued yesterday warning of a new counterfeit \$5 Reserve note on the Chicago Reserve Bank. The bill is described as "a very poor counterfeit, printed on two pieces of thin paper, no attempt being made to imitate the silk fibre of the genuine note."

THE WOOLSAK
The seat of the Lord Chancellor in the English House of Lords is called the woolsack.

Literally, it is a sack or cushion of wool covered with red cloth—

A symbol of the importance of sheep to the welfare and happiness of mankind,

An importance readily appreciated by those who have enjoyed the deliciously broiled lamb chops served at CHILDS.

Or the savory lamb stew with vegetables.

Childe's

Saks & Company

Broadway at 34th Street

Will Hold Beginning Today

A SALE OF MEN'S

English Golf Hose

—of a quality rarely equaled—

At 2.95

Fine English Golf Hose in just the right weight for Summer wear. Knit in soft, all wool yarn of exceptional quality, in a variety of heather mixtures and new shades of grey with jacquard turn down cuffs. All sizes.

MEN'S

Pure Thread Silk Socks

Special 50c

Every pair perfect, and made of a highly lustrous thread silk in black and cordovan. All sizes.

Main Floor

MEN'S

Summer Oxfords and

High Shoes—7.85

Smartest of brogue and plain toe models, perfectly proportioned and made according to a very high standard of workmanship. The leathers are genuine cordovan and fine calfskin, in tan and black.

Fifth Floor

\$35

Best value ever offered in a steel letter file

One of 300 styles

Art Metal

JAMESTOWN, NEW YORK

Steel Office Furniture, Safes and Files

New York Office

22 Park Place

TELEPHONE, BARCLAY 7560

World's largest makers of steel office equipment

Clemons
Established 1898
39TH & BROADWAY

A Mid-Week Offering

On Sale This Morning

New Pattern and Fabric Groups of

Young Men's \$38 SUITS

If other stores claim that their \$50 suits are priced at bed-rock, then these at \$38 must be under the rock!

Herringbones · Hair-lines · Shepherd Checks · Blues

Superb Woolens from New and Old England

are employed to develop Saks

SUITS for MEN

... some are chosen because of their exclusive patterns, others for their proven dependability, others because of their softness and richness of texture. A man may go to Britain himself, and find nothing better! Add to the character of these fine woolens the benefit of Saks handwork, and you have the finest ready-tailored suits in Manhattan

At 43.00 to 58.00

Saks & Company

BROADWAY at 34th STREET